

REMARKS

The Office Action mailed March 18, 2008 has been carefully reviewed along with the references cited therein. In the Office Action, the Examiner rejected claim 1 under 35 U.S.C. § 103(a) as being unpatentable over the Automotive Engineers Hand Book (second printing 1992) Pages 476-477 in view of JP 08-142632 ("JP '632"). Claim 2 was rejected under 35 U.S.C. § 103(a) as being unpatentable over the Automotive Engineers Hand Book (second printing 1992) Pages 476-477 in view of JP 08-142632 as applied to claim 1 above, and further in view of the Automotive Engineers Hand Book (Eighth Printing) page 23.

Claim Rejections 35 U.S.C. § 103

The Office Action finds that one skilled in the art would have found it obvious to have formed a solid stabilizer bar shown in the Automotive Engineers Handbook according to the teachings of JP '632 dependent upon the specific vehicle and/or performance characteristics desired from the suspension. Applicants respectfully disagree. Claim 1 should be found to define over the cited references.

JP '632 discloses a stabilizer bar where a curved part is bent to a sectional shape $\delta = 2.5\%$ to 6.5% . Even though this range overlaps the range $0 < \Phi \leq 4$ that is recited in claim 1 (flat rate $\Phi = (d2 - d1)/d2 \times 100$), this does not necessarily result in satisfying the condition $(\Phi x d/R) \leq 2$, which is recited in claim 1. The Office Action provides no evidence that it was conventional in the art to satisfy both the $0 < \Phi \leq 4$ condition and the $(\Phi x d/R) \leq 2$ condition. Moreover, the table in Applicants' disclosure (copied below) shows test pieces (B1) formed to meet the condition $(\Phi x d/R) \leq 2$ that do not meet the condition $0 < \Phi \leq 4$. The lowest performing test pieces (A4) that met the conditions of claim 1 considerably outperformed the test pieces (B1) that met the condition $(\Phi x d/R) \leq 2$ but that did not meet the condition $0 < \Phi \leq 4$.

TABLE 2

No.	flat rate ϕ (%)	$\phi \times d/R$	number of repetitions of breakage ($\sim 0,000$ times)	remarks
A1	0.87	0.31	33.8	Present Invention
A2	1.74	0.89	30.5	
A3	1.15	0.46	31.5	
A4	1.92	1.11	29.5	
B1	5.22	1.85	13.5	Comparative Example
B2	6.09	3.11	15.2	
B3	5.77	2.31	14.6	
B4	6.54	3.78	13.7	

Even though JP '632 may disclose that the relationship between the flat rate, thickness of pipe, and bending radius of the bending portion can be determined through trial and error, this does not automatically result in a finding that one skilled in the art would have come up with the condition $(\phi \times d/R) \leq 2$. There are numerous material diameters d , radii of bending portion R , short radii of a cross section d_1 and long radii of cross section d_2 that could have been chosen, many of which would not satisfy the conditions recited in claim 1. Moreover, the Office Action lacks any finding that one of ordinary skill in the art would have pursued known potential solutions with a reasonable expectation of success.

Moreover, the cited reference JP '632 writes regarding a *solid* stabilizer only in "Background of the Invention" thereof. The invention of JP '632 is directed only for a hollow stabilizer, and JP '632 does not write that a *solid* stabilizer could be used in the invention thereof.

Accordingly, the mathematical expression disclosed in JP '632 is not directed for a *solid* stabilizer, but for a hollow stabilizer. Further, not only the person skilled in the art but also the person who understands dynamics easily understand that the mathematical expression directed for a hollow stabilizer cannot be applied to a *solid* stabilizer.

Applicants seek to patent a clever vehicle stabilizer that improves the fatigue life of the bending portion. Applicants discovered that by conducting a hot-bending process on a solid round steel bar material that meets the conditions recited in claim 1, the

fatigue life of the bending portion can be greatly increased. The Office Action provides no evidence that the conditions recited in claim 1 were conventional at the time of Applicants' invention. Instead, the Office Action only offers the conclusory statement that one skilled in the art would have found it obvious to have formed a solid stabilizer bar shown in the Automotive Engineers Handbook according to the teachings of JP '632 dependent upon the specific vehicle and/or performance characteristics desired from the suspension. This, however, does not provide one skilled in the art a sufficient reason to have come up with the vehicle stabilizer recited in claim 1.

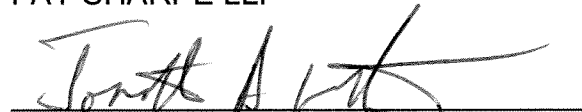
Please confirm that the documents cited in the Information Disclosure Statement filed with the application on February 24, 2006 have also been considered.

CONCLUSION

For the reasons detailed above, it is respectfully submitted all claims remaining in the application are now in condition for allowance. Accordingly, an early indication of the same is earnestly solicited. In any event, should the Examiner consider personal contact advantageous to the disposition of this case, the Examiner is encouraged to telephone the undersigned at the number listed below.

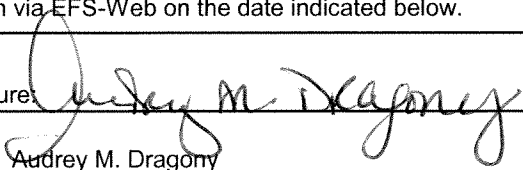
Respectfully submitted,

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June 18, 2008
Date

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